



Incident Update

Siphoning of Fuel/Oil from

Orkim Victory

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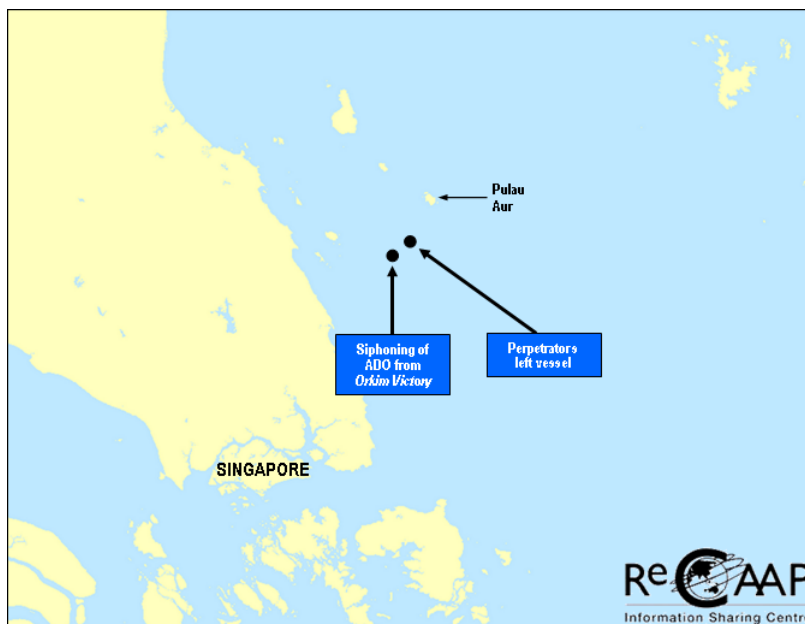
Incident Update

Name of vessel : *Orkim Victory*
Type of vessel : Oil product tanker
Flag of vessel : Malaysia
IMO number : 9420095
GT : 5036

1. On 4 Jun 15 at about 0010 hrs (local time), more than eight perpetrators boarded the Malaysia-registered oil product tanker, *Orkim Victory* from a speed boat when the vessel was en route to Kuantan port, Malaysia from Sg Udang, Malacca, Malaysia. There was limited information about the incident then. Following the investigation carried out by the Malaysian Maritime Enforcement Agency (MMEA), the ReCAAP ISC was informed that the perpetrators were armed with two hand guns and one machete; wore masks, t-shirts and were barefooted. They threatened the crew (comprising eight Malaysians, seven Indonesians and three Myanmar nationals) and reportedly assaulted them, though no injuries were reported.

Siphoning of Ship Fuel/Oil

2. The perpetrators subsequently brought *Orkim Victory* to another location at approximately 15.2 nm southwest of Pulau Aur, Malaysia (02° 13.48' N, 104° 21.95' E) where a motor tanker with a white superstructure and a black hull (approximately 100 m in length and 2,000 GT) came alongside *Orkim Victory*, and siphoned off 770 metric tones of Automotive Diesel Oil (ADO). The siphoning took about seven hours and the suspected tanker was seen heading towards Pulau Matak, Anambas, Indonesia thereafter.



Approximate location of siphoning and the release of *Orkim Victory*

The perpetrators left *Orkim Victory* at approximately 10.4 nm south-southwest of Pulau Aur, Malaysia (02° 16.27' N, 104° 26.43' E) after damaging all communication equipment, and robbing the crew's personal belongings. With the master's inputs, the MMEA deployed one helo, three ships and five boats to locate the suspected tanker. At the time of this report, we have yet to receive reports of the tanker being located.

Comments by the ReCAAP ISC

3. Since January 2015, this is the 8th incident of siphoning of fuel/oil reported in Asia, and most of the incidents occurred in the South China Sea. The ReCAAP ISC strongly urges all vessels, especially tankers carrying oil cargo, to exercise enhanced vigilance. Should boarding takes place, the ship master and crew are advised to activate the Ship Security Alert System (SSAS) whenever possible; and make an immediate report to the nearest coastal state to facilitate quick deployment of assets to locate and apprehend the perpetrators. Timeliness in reporting is essential considering the location where the siphoning is carried out which is further away from shore; and the duration of the siphoning process.

4. The ReCAAP ISC commends the efforts taken by MMEA in deploying its assets to locate the suspected tanker as described by the master after the incident; and sharing information with the ReCAAP ISC. Together with the shipping community, ReCAAP Focal Points, regional authorities and INTERPOL, the ReCAAP ISC spares no effort towards eradicating such maritime crime in Asia.